

New System Will Streamline Cadet Contract Processing

MAXWELL AFB, Ala. — Effective July 1, National Headquarters is streamlining the cadet contract processing system.

Individual contract completion will no longer be recorded at National Headquarters — only milestones in the program. The individual units — squadrons, flights, etc., — will keep track of individual contracts on a CAP form being developed and printed here.

Unit commanders will not be bothered with the frequency and cost of sending individual contracts to National Headquarters when completed. Rather, when Phases I and II combined — contracts 1 through 7 — are completed, the CAP certification form will be sent to National Headquarters. Assuming names and dates are correct, the cadet will receive the Mitchell Award if otherwise eligible.

Another CAP form for Phase III will be sent in when a cadet completes that phase. The cadet will then receive the Earhart Award. The third and last form will apply to Phase IV. When received at National Headquarters, it will be recorded, thus making the cadet eligible to test for the Spaatz Award.

In addition to these three milestones, the other two events to be recorded will be the encampment required of the cadet before the Mitchell certificate

can be awarded, and the Spaatz Award when testing is successful.

The new system puts the responsibility of recording individual contracts on the unit rather than on National Headquarters. Specific instructions on exact procedures will be sent direct to each unit with new forms during the month of June.

The new system will be far less costly for the units and the individual cadet. Only three mailings will be required to get a cadet through the program versus the 15 individual contracts in the past. Study materials for Phases III and IV will be mailed out in one packet at the beginning of each phase at the cost of \$6 for each phase.

Currently, cadets pay \$3 for the materials for each of the eight contracts in Phases III and IV for a total of \$24. The savings under the new system will be one-half (50 percent). Of course, ribbons and grade insignia will have to be purchased separately as in Phases I and II.

All in all, the new system should allow cadets to progress through the cadet program without any processing delays and at a substantial reduction in overall cost.

Watch for instructions on implementation and transition during June. Read, study and understand that material because that will be our mode of operation starting July 1 of this year.



REPORT TO CONGRESS — Senator Strom Thurmond of South Carolina receives a copy of the Civil Air Patrol's Report to Congress from Cadets Joe Collins and Linda Folsom of the Gemini 2 Cadet Sq. (National Capital Wing). Wing cadets recently delivered copies of the report to the offices of senators and congressmen, and to the offices of the President and Vice President.



CIVIL AIR PATROL NEWS



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JUNE 1979

Salt Lake City: This Is The Place For CAP National Board Meeting

SALT LAKE CITY, Utah — "This is the place!" So said Brigham Young in July 1847 when he and the Mormon pioneers he was leading first looked down into the valley of the Great Salt Lake.

This year, Salt Lake City is the place, too, for Civil Air Patrol's annual National Board meeting and it is not too early to make your plans to be there. Many CAP members plan their vacations to include participating in the National Board meeting.

Principal activities of the National Board and the seminars and committee meetings held in conjunction with it will be on Friday and Saturday, Sept. 28 and 29. Activities will end Saturday night with a prestigious banquet.

As previously announced, the headquarters for the annual affair will be the Hotel Utah which is located on Temple Square in the heart of the city.

Temple Square is the headquarters for the Church of Jesus Christ of Latter Day Saints (Mormon). Here is found the famed Mormon Temple and the equally famous Mormon Tabernacle with its world-renowned choir and huge organ.

Salt Lake City is one of the few modern American cities where it is safe to walk around downtown at any time of the day or night.

In addition to the Hotel Utah, two other hotels will also be used this year, as noted, to house CAP members attending the annual meeting. These are the Hotel Utah Motor Inn and the Temple Square Hotel, all located within one block of each other.

Elsewhere in this issue of the paper, we are reproducing a coupon for your use in reserving a room for the National Board meet in September. When you mail this coupon, you should indicate your choice (first, second, third) of the hotel you prefer. A complete schedule of rates appears on the coupon.

This coupon should be mailed to the Hotel Utah, P.O. Box 2040, Salt Lake City, Utah 84110 — NOT to National Headquarters.

The Hotel Utah features full hotel facilities, including free in-room movies, color TV, restaurants and shops.

The newly completed and elegant Grand Ballroom will be the location of the annual CAP banquet.

There are three restaurants in the hotel. The finest of these is the Roof Restaurant with a spectacular view of the city, Temple Square and the State Capitol. In the lower lobby are the Crossroads Restaurant offering

complete meals and the Bowl and Basket for fast snacks.

The Hotel Utah Motor Inn is one-half block away and features a heated swimming pool, color TV, free in-room movies, gift shop, restaurant and other modern facilities.

The Temple Square Hotel, one block from the Hotel Utah, features color TV, gift shop and swimming pool privileges at the Hotel Utah Motor Inn.

Included in the various seminars and committee meetings will be those relating to the following: Chaplain Program, Communications, Aerospace Education, Training, Cadet Program, Finance, Information, Operations/Safety, Emergency Services, Personnel, Legal and Inspection. A complete schedule of these meetings will be published in a later edition of this paper.

Other details relating to the National Board meeting will also be published later.



CALL TAKER — Capt. Walter Shank of the St. Paul Comp. Sq. (Minnesota Wing) gets a helping hand from a friend in answering the phone during a recent telethon. CAP members from the area squadrons volunteered to take part in the annual membership drive for a local educational television station. (Photo by 2nd Lt. Elizabeth Berrinberg)

CADETS!

Air Force Brig. Gen. Paul E. Gardner, CAP Executive Director, gives you the low-down on what your Mitchell Award can mean to you. See Page 14.

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Aerospace Education Congress

ATLANTA, Ga. — The 29th National Congress on Aerospace Education was held here April 5-7 at the Atlanta Sheraton Hotel.

The congress, sponsored by the Civil Air Patrol, the Federal Aviation Administration and the National Aeronautics and Space Administration, included workshops and seminars on such subjects as women in aerospace, aerospace education games for the classroom, hot air balloons, boomerangs, the National Air and Space Museum's education programs, model rocketry and many other topics.

Many organizations had exhibits, in-

cluding the Academy of Model Aeronautics, the Alabama Space and Rocket Center, CAP, FAA, NASA, and others.

Jack Lambie spoke on the Gossamer Condor, which performed the first successfully sustained maneuverable human-powered flight.

Air Force astronaut Maj. Frederick Gregory made a special presentation also.

Winners of the Crown Circle Awards for outstanding aerospace leadership were Dr. Frederick Tuttle, Dr. Mervin K. Strickler and Dr. Emmett A. Betts.



Maj. Frederick D. Gregory, Air Force astronaut, left, Gary Bauman and Kamal Naguib, president of the World Aerospace Education Organization, inspect an exhibit at the Alabama Space and Rocket Center exhibit.



Lt. Col. Ronald Pass of Air University, left, Carol Hickson and Dr. Ted Colton, codirectors of the mini-congress talk about helicopter construction.



Dr. Paul E. Garber, left, receives a portrait from Air Force Brig. Gen. Paul E. Gardner, executive director of Civil Air Patrol.



Lt. Gen. Ira C. Eaker, USAF Ret., right, receives a portrait from Brig. Gen. Thomas C. Casaday, national commander of Civil Air Patrol.



Women on the aerospace panel were Diana Abramson, left, Dr. Kathy Sullivan, center, and Mary Anderson.



Nevada Sen. Jack Schofield makes a point during the aerospace education workshop directors symposium.



Jack Lambie talks about the Gossamer Condor, Kremer prize winner of the first human powered flight.



Maj. Gen. Ralph S. Saunders, commander of the Aerospace Rescue and Recovery Service, addresses the group.

Recruiting Campaign Paying Off

By **RENOVA WILLIAMS**
Director, CAP Personnel
National Headquarters

MAXWELL AFB, Ala. — Civil Air Patrol's big national recruiting campaign is paying off! And, as the campaign goes into its final weeks, the competition is really keen.

Several wings are vying for the top spot, with Puerto Rico and Florida in front with the most new members recruited. Wyoming is challenging Puerto Rico for the highest percentage of new members recruited, with

Florida, New Mexico and Hawaii close behind.

In the cadet category, Puerto Rico is out front with the most new cadets. However, Nevada is ahead in the percentage of new cadets.

Top wings in each region for total new members recruited as of April 30 are as follows:

Highest Number:

- Northeast Region — New York;
- Middle East Region — North Carolina;
- Great Lakes Region —

Michigan;

- Southeast Region — Puerto Rico;
- North Central Region — Missouri;
- Southwest Region — Texas;
- Rocky Mountain Region — Colorado;
- Pacific Region — California.

Highest Percentage

- Northeast Region — Rhode Island and Vermont;
- Middle East Region — National Capital;
- Great Lakes Region — Kentucky;

- Southeast Region — Puerto Rico;
- North Central Region — Missouri;
- Southwest Region — New Mexico;
- Rocky Mountain Region — Wyoming;
- Pacific Region — Hawaii.

These statistics apply only to new members recruited so far in the campaign, not to overall membership growth. Several wings — Kentucky, Nevada, New Mexico, Florida and Alaska — are making great strides in

overall growth which will pay off in WEEP points. However, the recruiting campaign is geared to recognize the most outstanding recruiting efforts during the period of the campaign.

Statistics are not yet available on top squadrons and individual contestants, but it is still wide open. So, don't let up. The final weeks will determine the winners!

And don't stop recruiting efforts when the campaign ends!

Gen. Casaday's challenge still stands: "Everyone recruit one" — by June 30!

Dalton To Speak To NSC Students

MAXWELL AFB, Ala. — The Air Force's highest-level information officer will be a guest speaker here July 2 at Civil Air Patrol's National Staff College.

He is Air Force Brig. Gen. H.J. Dalton Jr., director of the Secretary of the Air Force Office of Information. As such, he oversees all Information Program activities in the Air Force.

Gen. Dalton will speak to CAP members at the staff college on the importance and activities of the Information Program, a vitally important function in a non-profit, volunteer organiza-

tion such as Civil Air Patrol.

Gen. Dalton is the first person to reach general officer level in the Air Force Information Program career field.

The National Staff College will begin July 30 and run through July 7 at facilities of Air University here. CAP members, staff members at CAP National Headquarters here and personnel from Air University will help conduct the intensive eight-day course.

Nearly 100 senior-level CAP officers, including wing and region commanders, are expected to attend.

Helping Others Way Of Life For Niagara Frontier Member

BUFFALO, N.Y. — Capt. Richard Franclemont, senior programs officer and search mission pilot for the Niagara Frontier Group (New York Wing), believes in helping people.

He is a safety officer at the Roswell Park Memorial Institute. Since he started working there a year and a half ago, Franclemont has become involved in helping others in ways that go beyond his appointed duties.

He has become a regular contributor to the Plasmapheresis Center, donating blood platelets on an average of once every nine days. He recently made his 55th donation.

The platelets are a component of blood and can mean the difference between life and death for some patients with

leukemia and related illnesses. Such diseases often destroy the patient's normal bone marrow that produces platelets, leading to profuse bleeding and sometimes life-threatening hemorrhages.

Franclemont is also a stand-by donor at the Leukapheresis Unit at Roswell Park. There he donates, when needed, white blood cells. Since these cells cannot be stored but must be used almost immediately, donors never know when they may be called upon.

His "help others" attitude meant working Christmas Day so a fellow officer could be home with his family.

"This was a break for me, because I got to help the nursing staff on one floor prepare a special dinner for their patients," he said.



SPAATZ AWARD — Gen. Charles J. Young Jr. of the New Jersey Air National Guard, left, presents the Gen. Carl A. Spaatz Award to Cadet William J. Smith of the Pineland Comp. Sq. (New Jersey Wing).

Cadet William J. Smith Earns Spaatz Award

BRICK TOWN, N.J. — Cadet William J. Smith of the Pineland Comp. Sq. (New Jersey Wing) has received the Gen. Carl A. Spaatz Award.

The award was presented in special ceremonies at Georgian Court College. Gen. Charles J. Young Jr. of the New Jersey Air National Guard made the presentation to some 200 friends and relatives in the auditorium of the Arts and Sciences Building.

Smith has been active in Civil Air Patrol since 1974. He attended various schools and en-

campments, including the observer school, leadership school, ranger school, observer training school and solo encampment where he had the highest scholastic marks awarded. He recently obtained his private pilot license.

Last year he went to Great Britain in the IACE.

He has accepted an appointment to the Naval Academy. He also received a nomination for the Coast Guard Academy.

Smith is a senior in high school, graduating this month.

Region Plans Staff College In Roanoke

ROANOKE, Va. — The Middle East Region will hold its staff college July 8-14, 1979, at Roanoke College, Salem, Va.

Col. Barbara Morris, director of the college, said, "The curriculum is comparable to management seminars conducted by business and industry. Some companies and government agencies have authorized educational leave for students attending the college and have recognized the college as part of their employees' professional training."

The staff college, a part of the senior training program, is designed to prepare members to better accomplish their duties and responsibilities associated with Civil Air Patrol command positions.

The curriculum emphasizes leadership, management, human behavior and communications skills. Seminar problems challenge participants to apply the concepts introduced during lecture sessions.

Total cost for the school is \$78.50, which includes registration, room and board.

Air Force Brig. Gen. Paul E. Gardner, executive director of Civil Air Patrol, will be guest of honor and speaker at the school's dining-out and will present diplomas at the graduation ceremonies.

Persons planning to attend the staff college should submit their applications on CAP Form 17 to their wing headquarters as soon as possible. The applications should then be forwarded to Col. Barbara Morris, 10316 Armory Ave., Kensington, Md. 20795.

SMILING JACKS

AERO-ASTRO ANSWERS

MISS S.S. SUE, YOU SAY THAT PLANE IS WWII ACE FOSS' WILDCAT?

YES, JOE JACOB FOSS CAME FROM A FARM NEAR SIOUX FALLS, SOUTH DAKOTA!

IN 1940 FOSS JOINED THE MARINES AND LATER WAS FLYING OUT OF GUADALCANAL IN LATE 1942

BETWEEN OCT. 13, 1942 AND JAN. 15, 1943 ACE FOSS SHOT DOWN 26 JAPANESE PLANES AND...

CLIP FOR REFERENCE

AFTER W.W. II ACE FOSS WAS ELECTED GOVERNOR OF SOUTH DAKOTA FOR TWO TERMS!

WHAT WEIRD LOOKING AIRCRAFT AROUND 1949 WAS CALLED A FLYING WING?

ASKED BY COL. CLARE "MONOCOUPÉ" BUNCH, CRYSTAL RIVER, FLA.

—TIED THE W.W. I RECORD OF ACE EDDIE RICKENBACKER!

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Executive Director's Comments

Members' Legal Liabilities

By PAUL E. GARDNER
Brigadier General, USAF
Executive Director

We are living in a litigious society. To sue and be sued sometimes seems to be a way of life. As members of Civil Air Patrol, you are rightfully concerned over your legal liabilities while engaging in the humanitarian missions of CAP. Thousands of words have been written on what to do, when to do, and how to do, but very little on what happens when an accident occurs. As your Executive Director, I join CAP Brig. Gen. Casaday with mutual concern over the well-being of all our volunteer members, and your concerns are ours.

Civil Air Patrol reflects this official concern by carrying liability insurance to cover our members while engaging in authorized activities. These activities could include operating corporate-owned equipment, attending meetings, or participating in special events of a purely Civil Air Patrol nature.

The corporate insurance coverage does not cover a



member's personal liability where the individual has no authority to incur that liability. For example, someone assuming liability under a contract that was not approved by the National Headquarters and was not executed by a corporate official. In a CAP wing, the commander is the only official who can bind the corporation.

Liability insurance must protect the corporation and its members' legal liability arising out of corporate activities. For instance, assume a senior member pilot was flying an authorized CAP mission, but was not an Air Force-requested search and rescue mission. Then upon landing, he taxied into a fence causing hundreds of dollars damage. The corporation's liability policy would reimburse the owner of the fence for any damages to the fence. However, if the pilot were injured, the corporation would not have covered him with accident or medical insurance since it carries none on its senior members; and, of course, the corporation does not carry physical damage insurance for member-owned aircraft.

The cost of these types of coverage would of necessity either cause an unacceptable

increase in dues, or force severe limits on national programs such as IACE. But, senior members may avail themselves of a group policy for accident and medical insurance as fully described in Civil Air Patrol Regulation 900-8.

Take another example of protection extended to CAP members. When a senior member is traveling to or from or participating in an Air Force-authorized search and rescue mission, he or she is considered an "employee" of the federal government for the purposes of the Federal Employees' Compensation Act. Until 1956, a CAP senior member had no compensation available to him if he were injured while performing these missions. While these benefits are based on a fixed monthly "pay" of \$300, a percentage of which is paid to the member for compensation or death benefits, medical expenses may be paid in full. Claims under this Act are adjudicated by the Department of Labor.

To counteract any hardship encountered by the member while waiting for a claim to be processed by the Department of Labor, the corporation has adopted a "Hardship Fund"

program. Upon application, any member may receive an interest-free loan from the National Treasury, until such time as the compensation from the Department of Labor begins. This fund is not intended to be a gift, but a loan to be repaid to the National Treasury.

It would be impossible to cover every contingency and for this reason claims are always decided on their own merit on a case-by-case basis.

I have not tried to give you a complicated dissertation on liability or insurance coverage, but a simple overview of what is available to you as a member of Civil Air Patrol.

We are fortunate to have legal officers assigned to most of the regions, wings, and units. These dedicated lawyers donate their time to assist in resolving any legal problems. Get to know your legal officer. He is knowledgeable in the laws of the state in which your wing operates and he can help you. Further, quite often questions regarding legal liability can be quickly answered by your legal officer, and all of us at the National Headquarters are always glad to assist in any way possible with your problems.

No Survivors Found At Wyoming Crash Scene

DOUGLAS, Wyo.—The pilot and three passengers aboard a twin-engine Piper Seneca chartered from a Casper, Wyo., firm left Casper at 3 p.m., March 27, bound for Afton, due west near the Idaho border. Weather was windy, gusting to 50, and a winter storm watch was in effect. Heavy clouds lay to the south paralleling the flight path. There was five hours of fuel on board for the hour flight. The pilot had filed a company flight plan.

At 5 p.m. the company was notified that the plane had not reached Afton as scheduled. They launched an unsuccessful route search and ramp check. The ELT had been removed for maintenance and not replaced. After the unsuccessful company search attempt, the Wyoming Wing was called in.

By 10 a.m. the next morning, 10 aircraft, one helicopter and two ground teams were dispatched. The winter storm watch was still in effect but

weather was still safely flyable until mid-afternoon.

The Salt Lake center radar tape recording showed that there was an echo matching the time and speed of the missing air-

craft. Contact ended near the Wind River Mountain range which had been cloud covered all day.

Weather was due to clear over the mountains by the third day.

The find was reported at 8:45 a.m. at the 13,000 foot level.

There were no survivors. The pilot was a professional with nearly 3,000 hours who frequently flew this route.

Uniform Important Identifier For Searchers

RENO, Nev.—The Nevada Wing commander recently called out the Washoe Jeep Sq. to find an activated ELT south of Carson City where it had been located by a CAP aircraft.

Two units arrived in the suspected area in blue and yellow vehicles and in uniform. They found a civil defense worker in civilian clothes with an improvised direction finder who was trying to get a response from a suspected house, according to SM Bob Deckwa.

A pilot's wife came out of a

house across the street and said, "I think I have what you are looking for." The ELT, which was lying on a desk, was shut off.

The incident points out the importance of looking official, said Deckwa, because the pilot's wife recognized the vehicles and the uniform of the CAP members and put two and two together.

That was the second find in the same week for the squadron. Members had previously found and deactivated an ELT at the Minden Airport 60 miles south of Reno.

Greek Parliament Members Visit Charlotte Unit

CHARLOTTE, N.C.—Three members of the Greek parliament were recent guests of the 11th Air Rescue and Recovery Cadet Sq. (North Carolina Wing) here.

Nicolas Kaiteziota, Dimitrios Voudouris and John Zafiroopoulos were on a tour of six American cities. They were hosted by Charlotte's Greek-American community for a three-day visit.

During their visit to the squadron's headquarters at Charlotte's Douglas Airport, they were briefed on search and rescue techniques.

The Greek parliament members were accompanied by Emmanuel Kalamidas, first secretary of the Greek Embassy in Washington.



CIVIL AIR PATROL NEWS

National Commander Brig. Gen. Thomas C. Casaday, CAP
Executive Director Brig. Gen. Paul E. Gardner, USAF
Director of Information Maj. Thomas F. Fitzpatrick, USAF
Editor MSgt. Hugh Borg, USAF

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Repeaters Link Ohio Locations

By SM BRUCE KEPES

Ohio Wing

In this article, the final installment of the series, we take a look at the proposed Ohio Wing VHF communications system.

The map shows the proposed locations of repeaters in and around Ohio. There are four in West Virginia, five in Indiana and, I believe, one near Lexington, Ky. The lines extending from repeater to repeater are the UHF "link" paths with the patch distance shown in statute miles.

Last month we discussed linking and how it works. A few questions have come up, such as can we link into Indiana and West Virginia? Do we need a separate beam antenna for each link? Where is equipment for the link system coming from? What are we going to do about interference from base stations in one area keying a repeater in another area?

Let's start by answering the last question first. A repeater is now operational in Lima and Black Hawk 911 is hearing Red Fire (Indiana) stations on a regular basis through the repeater. The repeater in Lima has an excellent receiver and the Red Fire (base) stations with good antennas inadvertently "key up" this repeater.

The same problem existed in Indiana but was very simply resolved by the use of a sub-audible tone system. These tones are used in commercial radio systems and are known by various names, such as Private Line, Channel Guard, Quiet Channel, etc. The necessity of using a tone system is explained in CAPM 100-1, chapter 10, paragraph 10-5, section E.

A subaudible tone for radio communications means a frequency in the range of 67 Hz (cycles) to 203.5 Hz. Even though the human ear can hear these tones, they are called sub-audible because the typical two-way radio audio amplifier is limited in frequency response from 300 Hz to 3,000 Hz, which is the nominal human voice range.

There are 32 standard separate subaudible ones used in radio communications. To prevent your signal from keying up or turning on a second repeater one of these tones is generated electronically within your transmitter. The tone is electronically detected at the repeater receiver in your area and turns the repeater on.

Each repeater within the interfering range of other base stations uses a separate subaudible

ble tone to turn on the repeater. Ft. Wayne uses 127.3 Hz for this purpose.

How does a mobile unit from Cincinnati traveling in the Dayton, Lima or Ft. Wayne area use the repeater in that area?

Each repeater is equipped to detect two separate tones, all handheld and mobile units will use a 100 Hz tone to gain access to the CAP repeater system. All repeaters will eventually be equipped to detect two subaudible tones, one that all mobile units use of 100 Hz and another for base stations in the primary coverage area of the repeater.

Under no circumstances will a base station use 100 Hz. For purposes of general information, the repeaters in Indiana use these subaudible tones for base station access: Anderson 114.8 (2A), Washington 110.9 (2Z), Crawfordsville 123.0 (3Z), Plymouth 118.8 (2B), Ft. Wayne 127.3 (3A) and Columbus 103.5 (1A). All also continuously decode 100 Hz. Chicago uses 107.2 (1B) with 100 Hz for mobiles. To use your mobile in Indiana or Illinois, you must also use a 100 Hz. subaudible tone.

Where does CAP obtain the equipment to put this system together?

This is the most difficult question of all. Do you know anyone using a commercial radio system in the VHF hi band spectrum who is planning to purchase new radios? Would they be willing to donate their old radios to CAP in exchange for a letter stating they had donated equipment worth X number of dollars to a nonprofit organization? This letter could then be used to verify a charitable contribution at income tax time.

How about a National Guard commander who needs some items CAP owns and would be willing to trade excess communications gear for it? Or a local Civil Defense organization who may be willing to trade some of their excess items with CAP?

What it amounts to at this time is that each group is going to be responsible for the repeater in its area.

Do we need a separate beam antenna for each link? The answer is, "Yes", except at Belfontaine where we hope to use an omni-directional antenna, thanks to a suggestion from Bruce Spacer, Gray Hawk 916.

The Indiana and West Virginia DOKs have been contacted and plans to request link frequencies for them made.

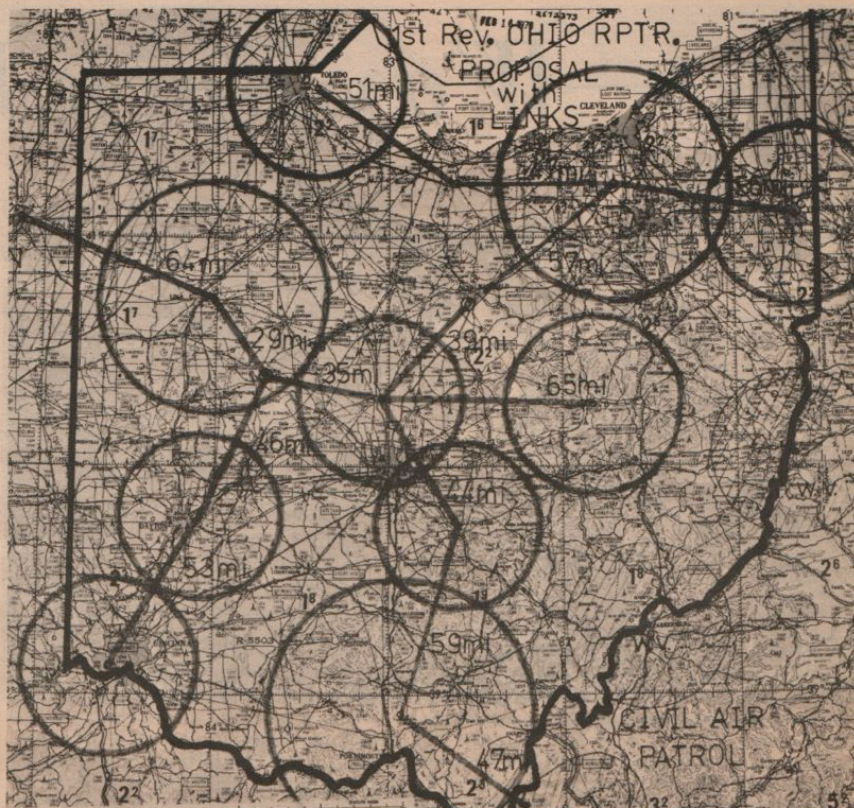
Stines Wins Best Reporting Award

BOSTON, Mass.—Deputy commander of the Cape Cod Comp. Sq. (Massachusetts Wing), 1st Lt. Michael H. Stines, who is also information officer for the unit, recently received two awards from the Massachusetts and Rhode Island Associated Press Broadcasters.

The first award was for "Best Enterprise Reporting in Massachusetts and Rhode Island

during 1978" and was awarded for a broadcast entitled "Best of Spotlight, 1978." The show's guests were the former governor, the present governor, the lieutenant governor, and the two Massachusetts senators.

The second award was for "outstanding cooperation to the Associated Press and its members during 1978." It was shared with James K. Wilson,



OHIO REPEATER SITES — Locations and ranges of future CAP repeater stations in Ohio are shown on this map. When completed the system will provide coverage for virtually the entire state.

Valiant Rescue Effort Fails

TUPELO, Miss.—Responding to a six-year-old boy's urgent pleas for help, 2nd Lt. Bobby Barnes, Tupelo Comp. Sq. (Mississippi Wing) recently found himself suddenly and unexpectedly making use of the CPR training he recently received through CAP.

But he was unable to revive two drowning victims whose car, a small station wagon, plunged off a rain-slicked bridge on Highway 371 near Matachie, Miss., and landed upside down, completely under water. The car, en route to Sunday morning church service, contained a 26-

year-old mother and her two children a three-year-old girl and a six-year-old boy, said 2nd Lt. Clay Stevenson, squadron spokesman.

The boy was apparently thrown out of the car as it left the road, after which the door reclosed behind him, trapping the mother and daughter inside the car. Swimming to shore and climbing up to the road, the young boy ran for help until he was picked up by a passing car that carried him to a group of nearby houses where he related his story to the residents.

Barnes, one of those residents,

rushed to the accident scene and, finding himself the first one there, dove without hesitation into the murky water and found the overturned car immediately.

Being unable to see in the dark, rain-swollen stream, and going strictly by sense of touch, he first located the baby girl, unconscious and carried her to shore. Then, turning around and making a second dive, he found the mother, also unconscious, and brought her to shore too.

Then he attempted CPR on each but was unable to revive either one. It was later determined that both victims had been submerged for almost 30 minutes in the small car with no air left inside.

Maine Cadets Attend Weekend Workshop

LISBON, Maine.—Maine Wing cadets recently attended a statewide cadet workshop, according to Cadet Nicholas Cimato of the Auburn Comp. Sq. (Maine Wing).

The workshop is held every year and is designed to help cadets improve in drill and in knowledge of Civil Air Patrol.

The workshop began Friday night with check-in and assignment of quarters. The rest of the

evening was devoted to getting acquainted.

Saturday started early with a mile run. Throughout the day, cadets attended various classes, including customs and courtesies, physical fitness and moral leadership. Time was also allowed for a leadership seminar and talks by Air Force personnel. Drill, both instructional and practical, was also on the agenda. The day closed with films and a snack.

Sunday was also a busy day. Cadets who wished attended church services. They later heard a talk by the Dirigo Rangers, about search and rescue work. There was also a cadet advisory council meeting followed by a critique of the workshop.

The day closed with a competition drill, the highlight of which was a drill down between female and male cadets, which ended in a tie decision.



For the benefit of all members of Civil Air Patrol, the statistics for 1979 for search and rescue activities throughout the organization are shown below.

These are unofficial figures, compiled by the Directorate of Operations at CAP National Headquarters.

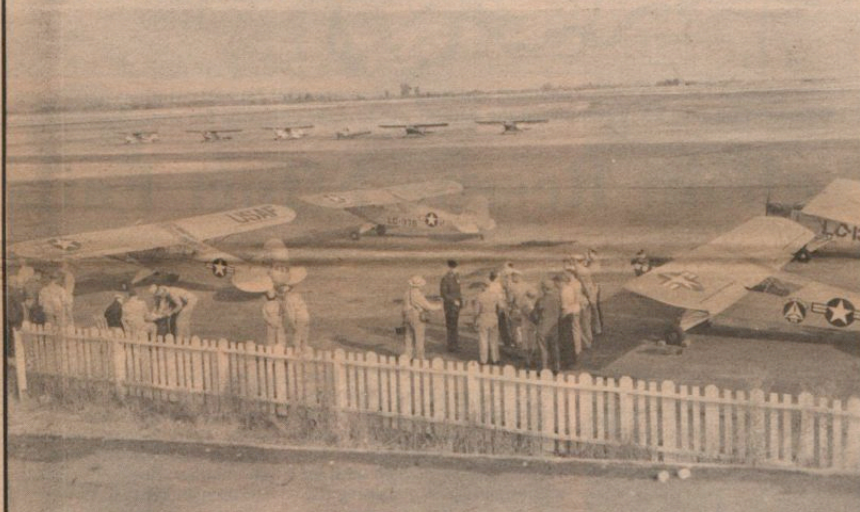
As of May 13, 1979

Number of Missions	... 385
Number of Sorties	... 4,030
Flying Hours	... 8,022
Saves	... 24
Finds	... 177

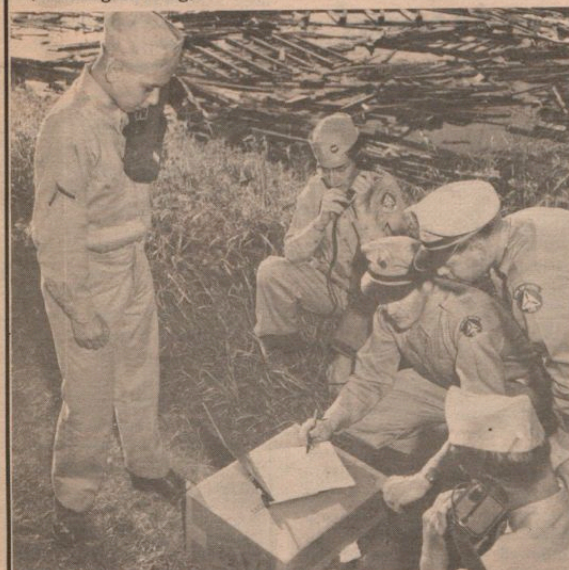
Way Back When



ABBE LANE and Xavier Cugat meet with members of New York Wing's Westchester Group and Squadron 16 of the Canadair Wing during the first Canadian exchange with the group. Photo sent in by Lt. Col. Alan F. Pogorzelski.



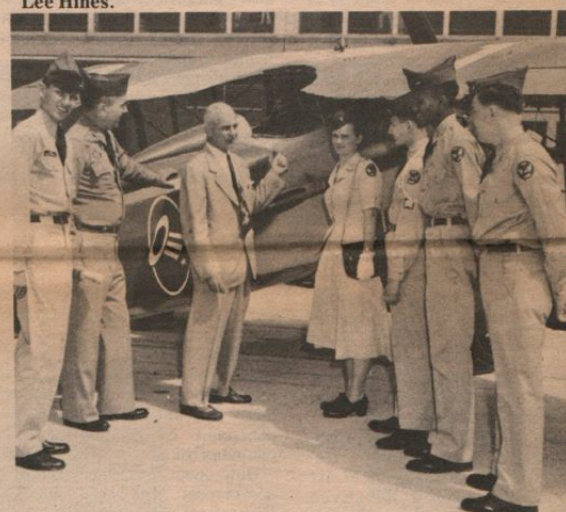
1951 SARCAP at the Mahlon-Sweet Airport near Eugene, Ore., where registration of incoming CAP pilots and observers is taking place. Photo sent in by the Ft. Vancouver Comp. Sq. (Washington Wing).



COMMUNICATIONS POST — Oregon Wing cadets and senior members set up a communications station during CAP flood relief operations at Vanport in 1948. Photo submitted by Capt. Tom Traver.



WOMEN'S PROGRAM DIRECTOR Col. Frances W. Nolde of Reading, Pa., a CAP member since 1942, poses with her Navion during a visit to Wyoming. Photo sent in by 1st Lt. Lee Hines.



GEN. JAMES DOOLITTLE shows a fighter plane to CAP members in Newark, N.J., in 1956. Photo submitted by Lt. Col. Robert Q. Tiedje of Ft. Myers, Fla.



MORSE CODE CLASS — CAP Squadron 621-3 of Waukesha, Wis., posed for a photo on Feb. 4, 1943, during a code class. Photo sent in by Maj. Serene Oberg.

Who's In Charge On A Mission?

By ROBERT MATTON
Lt. Col., USAF
HQ. CAP-USA

First, Edwin T. Howard Jr. would like to credit Bruce Gordon for the ELT-DF material published in the April "SAR People" column.

Who's in charge on a mission? Well, that depends on who authorized the mission, who has the legal responsibility for the mission and who's paying the bills. CAP can get involved in many ways.

First, and most common, is through a Rescue Coordination Center (RCC). The RCC will call the CAP only if the responsible state agency wants CAP. This may be done by RCC/State Agreement or on a case-by-case basis.

If CAP is activated, CAP is working for the Air Force (under the direction and control of the RCC). The Air Force supports the CAP with liability protection, with medical coverage, as well as with some fuel and communication expenses. Because

the Air Force assumes the liability risk for CAP's actions, the Air Force must have final say in what the CAP does. The RCC will never tell CAP what to do, they only ask for your support.

But, the RCC may tell CAP what not to do. The Air Force is responsible for your actions and they must have control. Many states have state and local agencies responsible for coordinating missions, and the CAP should work with them. CAP is supporting the state and local agencies while under the direct control of the Air Force. CAP must follow the directions of the RCC if they are participating with Air Force authorization.

Do you wonder why CAP is not involved in more disaster relief work? The main reason is that before the Air Force can authorize CAP involvement, local and state resources must be exhausted. This means that the local community should attempt to help itself and then look to the state for support. The

SAR PEOPLE

state should ask for federal assistance only when the state can no longer cope with the emergency using state resources.

If the CAP receives an Air Force mission number (from an Air Force (RES) headquarters, see CAPP 355-1), CAP is considered to be a federal resource. When the state makes a request for CAP services, the AF(RES) headquarters asks the state if they have exhausted state resources.

In most instances the state can find alternate means of accomplishing the services that CAP offers. When CAP does provide unique services and receives an Air Force mission number, a relationship similar to the SAR mission will exist.

The CAP is working for the Air Force assisting state and local officials.

CAP can become involved in missions without Air Force mission authorization if the wing commander authorizes wing involvement. However, the wing commander should carefully consider the hazards and expenses to wing personnel since the Air Force is not providing liability, medical, or reimbursement coverage. If the state provides these coverages for participating CAP members, the wing commander may offer the state more services. Large numbers of CAP personnel should not be committed to a mission without some liability and medical support.

In addition to the Air Force and/or state coverage, CAP can receive similar support from the Salvation Army and the American National Red Cross. Review the national agreements and discuss the details with your local Red Cross and Salvation Army officials. When working a

mission under one of these agreements CAP must be responsive to the authorizing agency.

On a SAR or DR test who is in charge? I'll give you a clue. Who authorized the mission and who is evaluating the activity? That's right, the USAF liaison office. The region or wing LO is in charge and must make the final decision concerning the mission.

I hope this has helped clear up some questions you had concerning CAP's authority when on various missions. While CAP is a volunteer organization, it is working under the protection of some other agency and must respond to the direction of that agency. Of course, no individual should ever feel obligated to perform any mission she/he feels is unsafe or beyond her/his capability. If you have any further questions contact your wing staff or the liaison office.

Keep up the good work. The country needs more people like you!

Five-Day Mission Aids Rain-Flooded Houston

HOUSTON, Tex. — Heavy rains and severe flooding in and around Houston brought out more than 60 members of seven squadrons from Group 13 of the Texas Wing to assist the Red Cross in disaster relief.

During the five-day mission, CAP personnel, vehicles and

communications equipment were used in helping set up emergency shelters, distribute food, give other assistance to the flood victims, survey flood damaged areas and coordinate county-wide relief activities.

Seniors and cadets braved high water on foot, in CAP trucks and

in their personal vehicles to provide assistance. Mission base was established at Red Cross headquarters in Houston, with an additional communications base in the civil defense emergency operations center.

One sortie was flown during the relief mission to carry a Red

Cross official on an aerial survey of the affected area.

Some areas remained under water for several days after the rain ended. CAP members surveyed those areas by boat. In many instances, water reached four feet into the second floor of houses along the rivers. Only

street signs still visible above the water indicated where the streets were supposed to be.

The group commander, Lt. Col. Danny Edwards, commended the hard work of the CAP members, many of whom were in the field for most of the five days the mission lasted.

CAP's Spaatz Award Presented To Cadet Douglas J. Downey

MCCHORD AFB, Wash. — Cadet Douglas J. Downey, cadet commander of the Washington Wing's Eastside Emergency Services Training Program, recently received the Gen. Carl A. Spaatz Award.

The award was presented by Maj. Gen. Lloyd W. Lamb, commander of the Washington Air National Guard at a wing conference.

Downey, who turned 21 in May, joined the Yakima Comp.

Sq. in 1973 and progressed through the cadet program, serving in many staff positions, including cadet commander and unit information officer. Last summer he completed the National Special Schools Challenger Encampment that is sponsored by the Washington Wing. He has also been recorder on the Cadet Advisory Council.

He now attends Eastern Washington University at Cheney, with a major in Business Administration.



SPAATZ AWARD — Cadet Douglas Downey, center, cadet commander of the Washington Wing's Eastside Emergency Services Training Program, receives the Gen. Carl A. Spaatz Award from Maj. Gen. Lloyd W. Lamb, left, commander of the Washington Air National Guard, as Lt. Col. Ted A. Tax, Washington Wing commander looks on.

Book Tells Of 1944 Rescue In Mountains Of Vermont

MAXWELL AFB, Ala. — A Vermont native, Brian Lindner, has written a detailed account of a 1944 Civil Air Patrol search and rescue mission in his home state and presented it as an independent report to the Waterbury, Vt., Historical Society.

When he was 16 years old, Lindner came upon the wreck of a B-24 while hiking on Camel's Hump, a peak in the Green Mountain Range. The plane had crashed there while on a World War II training flight from a base in Chicopee, Mass.

Lindner was intrigued by the wreck and dissatisfied with newspaper accounts or tales he

heard, so he decided to make his own investigation into the accident. He began his research in 1976, completing it last week with the writing of his report.

During the 20 months he worked on the accident story, he interviewed the surviving crewman, family members of the persons killed in the crash and participants in the search and rescue, which included Civil Air Patrol cadets and senior members who found the survivor and brought him to safety.

The report was privately printed and distributed in numbered copies to persons involved in the search and is not for sale.

New Yorkers Receive Meritorious Service Award

ARDSLEY N.Y. — Four members of the Westchester Group of the New York Wing recently received the Meritorious Service Award in ceremonies conducted at the Westchester County Airport.

Lt. Col. Johnnie Panatelli, a 36-year CAP member received

the award for her contributions to aerospace education by initiating a Girl Scout aviation program. Lt. Col. Albert H. Treiber, a 25-year CAP member who is air operation officer, received the award for the group for his contributions to the cadet flying program.

Maj. Matthew Zuccaro, a

former cadet and 15-year member, was given the award for his contributions to the cadet flying program. First Lt. Dorothy Pogorzelski received the award for her contributions as the coordinator for women on the Canadian Air Cadet exchange program and for her services as group finance officer.



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

JUNE 1979

NUMBER 6

CAP Bulletin

INFORMATION

4. NEW OI DIRECTOR
Information, Maj. The graduate of the Defense Communications at the Command and Staff. During the interim, contact Maj Fitzpatrick.

HQ CAP-USAF/OT
Maxwell AFB, AL

If you need to talk

5. NEWS ANYONE
squadrons, including group or wing) to CAP to publish all of your But make it real new releases to:

HQ CAP-USAF/OT
Maxwell AFB, AL

If you need some (Information Officer) and the leaflet "Civil" are part of the IO kit HQ CAP-USAF/OI

FOR THE EXECUTIVE

R.A. Skinner
R. A. SKINNER, Lt. Colonel
Director of Administration

EDUCATION
1. **THE 1980 NATIONAL CONGRESS ON AEROSPACE EDUCATION TO BE HELD IN ORLANDO, FLORIDA.** Yes, 27-28-29 March 1980 the National Congress on Aerospace Education will be held at the Court of Flags Hotel in Orlando, Florida. This promises to be an outstanding site for the congress. One exciting event will be the tour of the Cape at or near the time when NASA is expecting the shuttle to be launched. Who knows the two may coincide. Also, this year in Atlanta we had our first meeting with CAP Aerospace Education Officers and Aerospace Education Workshop Directors. These meetings proved beneficial to all concerned. Next year we plan to hold these meetings again with added emphasis on these two important groups. Another highlight - - we have invited Astronaut Alan Shepherd as our keynote speaker. Of particular interest we feel will be Dr. Paul Garber's participation as the moderator of a heritage segment on space and aviation.

Our pre-registration brochure will be in the mail in August. Registration fee for 1980 will be \$40.00 if registered by 1 March 1980 and \$45.00 thereafter. Hotel rates are as follows: Single \$29, double \$37, triple \$42; and quad \$47.

It is not too early to start making your plans. Also now is the time to begin to prepare education and Civil Air Patrol personnel with an aerospace interest to attend.

The congress brings together from 600 to 700 teachers, school administrators, educational leaders and government and industry leaders from across the country for a program of inspirational and motivational speeches where insights can be gained in the field of aerospace education. DCS/ED

TRAINING

2. **CONTINUED NEED FOR SLS REPORT TO TTN.** The current WEEP criteria publication specifies that squadron leadership school attendance rosters be forwarded to CAP-USAF/TTN after conduct of such programs. WEEP criteria expire indefinitely 1 July 1979. Paragraph 4-3 d e, CAPM 50-17 requires that region commanders "will submit a request for allocation of funds, accompanied by a schedule and curricula of squadron leadership schools planned for the current year" to CAP-USAF/TTN, to justify funding.

As an absolute requirement for standardization of senior member Level II training, CAP-USAF/TTN must know these things concerning squadron leadership schools held by regions and/or wings.

- Dates of training.
- Curriculum.
- Names of graduates.

The squadron leadership school diploma form must also be standardized. Certificates of accomplishment are not considered adequate for squadron leadership school graduates. CAP-USAF/TTN has an ample stock of squadron leadership school diplomas and will send these to wing directors of senior program or to squadron leadership school project officers in advance of need, based upon predicted enrollment. Thirty days advance notice please.

CAPM 50-17 will be amended soon to require submission of the information above to CAP-USAF/TTN. This is not seen as an added report, rather it is consolidation of reports required by two separate directives, one of which becomes obsolete shortly. Wings that plan schools prior to changes to CAPM 50-17 are requested to order diplomas and supply TTN the above three items.

PERSONNEL

3. **CORRECTED EO APRIL SMTLR.** Senior Member Training Report - - Corrected Copy: The end of April SMTLR does not contain many corrections sent to us by CAP units. We found the problem - - a minor utility program error which occurred as a result of the change in computers. You will receive a corrected copy of the SMTLR as soon as we can run it. DPD

SPECIAL NOTICE SPECIAL

The Civil Air Patrol Bookstore inventory and audit during the period. During this period no vouchers made. If it is anticipated that it period of time, care should be emailed to permit processing by t We regret that this is necessary h audit requires that this procedure l

SPECIAL NOTICE SPECIAL

THE CIVIL AIR PATROL "BULLETIN" IS PUBLISHED MONTHLY. IT CONTAINS OFFICIAL ANNOUNCEMENTS, INTERIM CHANGES TO CAP PUBLICATIONS, AND OTHER ITEMS OF INTEREST FOR ALL CAP MEMBERS.

JOIN THE U. S.

PULL OUT AND DOCT

TIN BOARD

Cont'd

National Headquarters now has a new, permanent Director of F. Fitzpatrick. "Maj Fitz" is a native of New York State, a former member of the Air Force Short Course in Public Com-munity of Oklahoma, the Squadron Officers School and the Air Force Academy. He replaces Lt Col Herbert A. Babb who retired last fall. Arthur W. Ahl has served as the director. If you need to con-sult, please write to him in this manner:

by telephone, you can reach him at (AC 205) 293-7593. OII

Air Patrol News is always in need of interesting news from local squadrons. Why not make it a habit to send news about your squadron (or your company) to the official newspaper often and regularly. We probably won't be able to publish it, but we are interested and we will publish as much as possible. People across the nation will be interested in. Send your news to:

In writing news releases, read and study your CAP Manual 190-1 (the book), the pamphlet "Handy, Dandy Guide to Newspapers," and the Air Patrol News Guidelines for CAP Information Officers." All these are available free of charge from: AFM, AFM 36112.

OII



FREQUENCY PAIRING PLAN

The following list of paired frequencies is provided to allow DME equipped aircraft to use the DME function of TACAN's not collocated with a VOR.

VOR-ILS Frequency MHz	TACAN Channel	VOR Frequency MHz	TACAN Channel	VOR Frequency MHz	TACAN Channel
108.0	17	112.0	57	115.0	97
108.1	18	112.1	58	115.1	98
108.2	19	112.2	59	115.2	99
108.3	20	112.3	70	115.3	100
108.4	21	112.4	71	115.4	101
108.5	22	112.5	72	115.5	102
108.6	23	112.6	73	115.6	103
108.7	24	112.7	74	115.7	104
108.8	25	112.8	75	115.8	105
108.9	26	112.9	76	115.9	106
109.0	27	113.0	77	116.0	107
109.1	28	113.1	78	116.1	108
109.2	29	113.2	79	116.2	109
109.3	30	113.3	80	116.3	110
109.4	31	113.4	81	116.4	111
109.5	32	113.5	82	116.5	112
109.6	33	113.6	83	116.6	113
109.7	34	113.7	84	116.7	114
109.8	35	113.8	85	116.8	115
109.9	36	113.9	86	116.9	116
110.0	37	114.0	87	117.0	117
110.1	38	114.1	88	117.1	118
110.2	39	114.2	89	117.2	119
110.3	40	114.3	90	117.3	120
110.4	41	114.4	91	117.4	121
110.5	42	114.5	92	117.5	122
110.6	43	114.6	93	117.6	123
110.7	44	114.7	94	117.7	124
110.8	45	114.8	95	117.8	125
110.9	46	114.9	96	117.9	126
111.0	47				
111.1	48				
111.2	49				
111.3	50				
111.4	51				
111.5	52				
111.6	53				
111.7	54				
111.8	55				
111.9	56				

SAFETY CORNER

One way new pilots gain experience is to observe experienced pilots. This is usually not a bad idea, assuming the experienced pilot is a good pilot. There are times, however, when new pilots can learn the wrong lesson -- even from good, experienced pilots. I observed an example of this recently at a local civil field.

The weather had been IFR all morning and three local aircraft owners were huddled around the coffee pot. All three were planning VFR cross-country flights in the same general direction. One of these persons was the local, venerated, old-head (LVOH). The other two were relatively new pilots (RNPs). One had a fresh private certificate, the other had about 150 hours and had just begun his commercial and instrument training. Between calls to Flight Service for the latest weather guess, the RNPs were listening to the LVOH tell his most interesting flying tales.

Eventually, LVOH got what he needed from Flight Service. The weather enroute and at destination was VFR, just barely VFR. LVOH announced he was departing and mentioned that his route was over flat terrain, the weather was improving (or supposed to), and there were numerous civil and private airports along the route. There were also a couple of Flight Stations, FAA towers, and an Enroute Flight Advisory Service Station (EFAS) to provide weather information during the flight. Well, that sounded good to the RNPs, and they departed soon after the LVOH.

that the RNPs did not have. Among these were about 4,000 hours' experience at looking at weather, hundreds of hours in IFR conditions, and the option to file IFR enroute, if needed, without declaring an emergency. To paraphrase an old saying, what's good for the goose may not be good for the gosling.

This story has a surprise, but happy, ending. In the time it took to do an oil change on my Cessna, LVOH returned and reported that weather enroute was really "grungy." The RNPs apparently pressed on and landed somewhere. At least I think they did, because the news media didn't mention any aircraft accidents (they never miss one) and the local Civil Air Patrol didn't launch. I noticed a few days later that the weather hadn't improved and the RNP's parking spaces were still empty. Hope they enjoyed the bus ride.

Story from "Flight Safety" - HQ ATC
Randolph AFB, Texas
written by Capt Kirkwood

SPECIAL NOTICE

be closed for the annual
25 June - 5 July 1979.
be processed or mailing
will be needed around that
to insure that orders are
bookstore prior to 25 June.
the annual inventory and
owed.

SPECIAL NOTICE

AIR FORCE



MEDAL OF VALOR — Air Force Brig. Gen. Paul E. Gardner, left, executive director of Civil Air Patrol, presents the Silver Medal of Valor to Capt. Lawrence C. Miller of the Tampa Cadet Sq. (Florida Wing) for saving the life of a boy and a girl who were trapped in a car under 12 feet of water.

Miller Awarded Medal For Saving Life In 1959

TAMPA, Fla.—Capt. Lawrence C. Miller, Tampa Cadet Sq. (Florida Wing), was recently awarded the Silver Medal of Valor for a life-saving action that took place in 1959.

Miller was working on his boat in a small boat harbor when a woman nearby started backing a boat into water down a launching ramp. Her husband was in the boat on the boat trailer and two children were in the car with her.

"All of a sudden I heard her yelling that she couldn't stop the car and when I ran over there the car was slipping into the water," he said. Then he dove in to the water and pulled the young boy to shore. Then we dove back into the water to rescue the girl who the mother had pushed out of the car window. He started to go under a couple of times but was able to keep the girl's head above water. The man helped his wife out of the car in the meantime.

Computer Predicts Target

CHARLOTTE, N.C. — Members of the 111th Air Rescue and Recovery Cadet Sq. (North Carolina Wing) conducted an experiment in computer use for search and rescue during a recent wing exercise.

The squadron's TRS-80 computer was installed at one of the three exercise mission bases, Lumberton, N.C., and programmed according to availabilities, weather status and simulated mission data. The base conducted two exercise missions, an ELT search and a search for a missing aircraft.

The computer was able to

predict the grid locations of both simulated targets. Mission aircraft found the targets using computer data.

The computer program for search and rescue was developed by Lt. Col. Joseph Bondurant, senior mission coordinator for the wing, and 2nd Lt. Wayne Hatch, data processing officer for the squadron.

Bondurant said, "Use of the computer represents another tool to use in our mission. Maybe one day we will be able to use a computer to actually find a real aircraft crash and save the lives of the people on board."

Cadets Nominated To Academies

MAXWELL AFB, Ala.—Several Civil Air Patrol cadets have received recent nominations to military academies.

Cadet Greig Glover of the Lincoln Cadet Sq. (Nebraska Wing) received a nomination to both the Air Force and the Naval academies and said that "it's a tough decision" to decide which one to accept. He decided on the Air Force Academy.

Glover has been a CAP member since 1974 and is cadet commander of his unit. He recently earned his pilot license. He graduated from high school last month and will enter summer cadet training at the Academy this month.

Cadet Simon D'Amico of the West Bay Comp. Sq. 110 (California Wing) was accepted by the Air Force Academy. He was recently named outstanding cadet for 1978 by his squadron. He learned to fly on a flight scholarship and got his license last November on his 17th birthday.

He was nominated to the academy by Congressman Peter McCloskey.

Two members of the Phoenix Comp. Sq. (Maryland Wing) have received academy

nominations. Cadet Vicki Van Duyl was nominated to the Air Force Academy, and Cadet Alan Alvey was nominated to West Point.

Cadet Michael D. Rogers of the East Providence Comp. Sq. (Rhode Island Wing) was nominated to the Air Force Academy by Sen. John H. Chaffee.

Cadet Jeffrey A. Jones of the TAK Comp. Sq. (New York Wing) has been nominated to the Air Force Academy by Congressman Jack Kemp.

Jones is the cadet commander of his squadron and is a senior at Williamsville South High School in Amherst, N.Y. He is a member of the National Honor Society.

Cadet Thomas Silveria of the Newport County Comp. Sq. (Rhode Island Wing) has been accepted by the Air Force Academy. He has been a CAP member since 1978 and held several leadership positions in his unit. He has attended the wing leadership academy and type A encampment. He is a senior at Portsmouth High School.

Two cadets from the W. F. Richardell Comp. Sq. (New York Wing) have received ap-

pointments to the Air Force Academy. They are Cadet James Bierstine Jr. and Cadet Joseph Perez.

Bierstine has been a CAP member since 1977 and is taking flight training. Last summer he served as page for Congressman Benjamin Gilman.

Perez, a CAP member since 1974 is also taking flying training. He also received an appointment to West Point.

Cadet Mark J. Abbott of the Lane County Comp. Sq. (Oregon Wing) was nominated to the Air Force Academy by Sen. Bob Packwood and Congressman Jim Weaver. He served in several student positions at South Eugene High School and was active in varsity baseball and football. He is a member of the National Honor Society.

Cadet Kenneth C. Wright of the Mahlon Sweet Comp. Sq. (Oregon Wing) was nominated by Congressman Jim Weaver to the Air Force Academy. He is a recent recipient of the Spaatz Award and is cadet commander of his squadron. Last year he was awarded a \$1,000 Daedalian flight scholarship and now has his private pilot license. He was cadet commander of a wing encampment in 1978.

HOT OFF THE PRESS—COVER IS IN COLOR—A SMILIN' JACK CLASSIC BOOK—11x8½—104 PAGES—196 S.J. STRIPS—

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Smilin' Jack Adventure Now Reprinted In Book Format

STUART, Fla.—Cartoonist Zack Mosley, creator of Smilin' Jack, is offering a new book for sale, "The Hot Rock Glide," which is the most popular episode from the Smilin' Jack strips.

This sequence first appeared in 1938 and 1939 and introduces the characters Fat Stuff and Downwind Jaxon. Many fans have written Mosley asking him to reissue that Smilin' Jack adventure in book form.

"So here it is," says Mosley, who has chosen to reprint the cartoon strips in large-sized, 10 x

3 inch, format, just as they originally appeared in newspapers, rather in smaller comic book sizes. "I've put two of these large prints on each page. This enables the reader to follow the continuity and suspense from page to page, almost as if reading the original story, day to day, in newspapers," he said.

The Smilin' Jack cartoon was retired in 1973 after a daily run of 40 years.

Mosley is a charter Civil Air Patrol member and is a colonel with Headquarters Sr. Sq. (Florida Wing).

Senior Awards

Grover Loening Award

William A. Sturn	25001	Gloria Nault	38001
James W. Reed	25033	Thomas R. Morris	47013
J. Weston Baker	37202	Kelmer L. Freed	47040

Paul E. Garber Award

Ruth A. Bowman	02050	Elsie E. Caldwell	42001
Franklin H. Spitzer	05030	David L. Northcutt	42001
Joseph Gruendner Jr.	11001	Elizabeth Trout	42001
Philip R. Kircus	16001	Maureen T. Lehman	45001
Fernand G. Webber Jr.	16063	Paul C. Boss	42096
Michael P. Miller	18001	Robert J. Peters	42137
Vernon J. Miller	25001	Eleanor P. Baker	46001
Gloria Nault	38001	Lon H. Miller	46001
Donald R. Goss	41133	Evelyn O. Lundstrom	46001
Beauford W. Caldwell	42001	James M. Hazelrigg	47001

Gill Robb Wilson Award

Ruth J. Metcalf

CADET AWARDS

Earhart Awards—April 1979

Mark L. Chastain	01005	David H. Anvid	21016	Michael F. Dibattista	37083
Donald R. Kendrick	03088	Dennis C. Henschholz	22061	Paul R. Viens	38012
David L. Smith	04151	Fred J. Greenwood	25045	John J. Broadmeadow	38012
James G. Welliver	04282	Douglas W. Crowson	26019	Mahlon L. Smith	41136
Matthew L. Garrison	05147	Charles W. Fabjanic	29058	David W. Irons	42076
Scot R. Browning	06073	Clark D. Frederick	29058	Ralph E. Jones Jr.	42305
David H. Hamid	07008	James J. Bierstine Jr.	31030	Robert S. L. Hinderer	42351
John B. Rodgers	08089	Jacky Francisque	31188	W. W. Edwards III	45060
Donald E. Robinson	08160	Geoffrey J. Felder	31228	Robert E. Collins	45095
Matthew E. Tobias	11074	Joseph M. Stankovic	31228	Timothy J. Taylor	47093
Russell J. Willis	11205	Andrew E. Sizemore	32048	Brian H. Won	51014
John M. Thackston	12123	Michael L. Riddle	32048	Even Garcia	52062
Dale L. Squire	18069	Martin K. Kemp	32124	Jaime Muniz	52079
John A. Fandel	20250	Paul L. Both	37026		

Mitchell Awards—April 1979

Barry D. Cobbs	03043	Daniel T. Walker	21034	Derrick N. Evans	42098
Calvin E. Glass	04151	Max Roesler	21116	Jon F. Gunlock	42299
Daniel J. Quade	04180	Ralph S. Hopson	22042	Lionel W. Maynard Jr.	45025
Shay A. Kumm	04240	Mark W. Shepherd	23094	Wesley D. Artrip	45048
C. M. Burkhard	04282	Rodney C. Ballard	25055	Mark W. Bowers	45117
Roque Estrada	04292	Noel J. Higgins	28048	Paul K. Strong	46019
Richard C. Jones	04412	Edward C. Beck	29086	Lawrence V. Dudley Jr.	47060
Greg W. Lair	05021	Mark J. Moynihan	29099	John T. Wickline	47078
Joel R. Flores	05068	Dana A. Dulabone	30012	Jerome D. Frank	48153
Wayne P. Baker	05099	Charles P. Jackson	31103	William A. Ofelein	50017
John R. Anderson	05058	Stephen D. Cross	31135	Russell W. Polsky	50028
Shelanie A. Hill	07004	Mitchell I. Stern	31288	Orlando Rivera	52035
Cheryl A. Sitzer	07005	Henry E. Stoll	31320	Francisco Figueroa	52085
Dean J. Longo	07096	Michael J. Torrence	32019	Luis A. Gonzalez	52035
Patrick S. Eagan	08054	John H. Pharr	32111	Jose M. Perez	52066
Stephen R. Grissom	08078	Timothy J. Grove	32126	Ildefonso Ramirez	52066
Michael P. McLaughlin	08116	William G. Damm	34037	Manuel A. Rivera	52066
Donna M. Milner	08425	Steven J. Meyers	34070	Norge Gomez	52066
James R. Arnold	09000	Myron B. Koyile II	34148	Dellin Velez	52066
Robert S. Hoskins	09090	Diana L. Henderson	34219	Jesus O. Figueroa	52109
Thor Nelson	11020	Michael E. Johnson	37048	Sidney Roman	52105
David M. Witt	11205	Richard Schnurpfel	37049	Luz M. Acevedo	52105
Robert L. Whiting	11254	Joan E. Bromberg	37068	Eddie Ortiz	52109
Eric G. Howard	11275	William H. Schwarz	37192	Jose A. Irizarry	52109
John V. Roman	20007	Anthony W. Atkins	39075	Fernando L. Alvarez	52111
Todd A. Lemke	20119	Craig H. Livingston	41015	Vidal Montanez	52111
Robert A. Burns	20238	James M. Ogan	41056		
Timothy P. Crowe	20240	Joe C. Meighan III	41140		

Hawaii CAP Crew Locates Missing Boat

LAHAINA, Hawaii—Two members of the Maui Comp. Sq. recently received credit for a find that ended a search for a trimaran reported missing en route from Lahaina, Maui, to Ala Wai Harbor in Honolulu, Oahu.

After notification by the Coast

Guard, the mission was activated early March 11. Four aircraft from Oahu, one from Hawaii and two from Maui began to search their assigned areas.

A Maui CAP aircraft, piloted by SM Larry Mathews, with

Capt. August Leval, observer, spotted the missing boat under way a mile south of Kaunakakai on the island of Molokai.

The search involved 20 CAP personnel, one Air Force C-130 and two Coast Guard C-130s.

ATTENTION!

IN CASE YOU DIDN'T RECEIVE A RENEWAL REMINDER!

In case you didn't receive a reminder from National Headquarters to renew your membership, or if you have misplaced your card, you may use this form to remit your membership dues. Mail, along with your remittance, to: National Headquarters (DPH), Maxwell AFB, Ala. 36112.

PLEASE PRINT

LAST NAME, FIRST, MI

MAILING ADDRESS — STREET

CITY, STATE, ZIP

CAP SERIAL NUMBER CHARTER NUMBER

EXPIRATION DATE

\$

AMOUNT OF DUES ENCLOSED
(Ask Your Squadron Commander If You Don't Know)

\$

VOLUNTARY CONTRIBUTION

☐ Cadet
☐ Senior



OHIO CHAPLAIN — Canadian Forces Maj. Leo Lanthier, commander of the 51st Ottawa Optimist Sq. of the Royal Canadian Air Cadets, left, thanks Lt. Col. John A. McClure, Ohio Wing chaplain, who has been working with the cadets while studying for a degree in Canon Law at St. Paul University. The squadron gave McClure a certificate of appreciation for his work and interest in the Canadian unit. McClure will return to Ottawa to rejoin the cadets for the next academic year in September.

Over The Ocean

Miamians Fly Sunset Patrols

MIAMI, Fla.—Every Saturday, Sunday and holiday in the late afternoon, members of the Miami Sr. Sq. and Tamiami Sr. Sq. (Florida Wing) make a sunset patrol out over the ocean, looking for stranded boaters.

"We fly five miles out and as far south as Port Largo in the Keys," said Capt. Ken Lifland,

commander of the Tamiami Sr. Sq. "The Miami Sr. Sq. from Opa Locka Airport flies north.

"We can cover more ocean and see farther than helicopters," he explained.

When squadron patrols sight a boat in trouble, they call the Coast Guard. Then the Coast Guard send out a boat to tow the small boat to safety.

"If we don't find the stranded boaters before the sun goes down, they're liable to be out there all night. The boat may be taking on water and could sink

before morning," he said. "If they are in the Gulf Stream, they would start drifting north and be in real trouble.

Each pilot flies one or two sunset patrol missions every month.

The Tamiami Sr Sq. was chartered about a year ago with three members. It now has 22 pilots and six nonpilot members who are all involved in the sun-down patrols.

Frequently cadets and seniors from other squadrons ride along on the patrol flights.

Region Plans Cadet Activities

KENSINGTON, Md. — The Middle East Region has planned several summer cadet activities, according to Col. Charles X. Suraci Jr., deputy chief of staff for cadet activities.

A Cadet Leadership School will be held at Miller School in Charlottesville, Va., Aug. 12-18. The cost is \$60.

A Medical Services Orientation Program will take place at Andrews AFB, Md., July 15-21, costing \$60.

Andrews AFB will also host an Aerospace Orientation Program July 22-28 that costs \$60.

Apply to: Col. Charles X. Suraci Jr., CAP 3906 Halsey St. Kensington, Md. 20795

CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notice of death should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office — not to Civil Air Patrol News. Listed are names, ranks, dates of death and CAP unit.

ABREGO, Gilbert F., Jr., Captain, May 3, 1979, Ft. Smith Flight, Arkansas Wing.
BAKER, James E., Second Lieutenant, April 14, 1979, Bishop Sr. Sq., Texas Wing.
CHRISTOFOLIS, William, Major, May 4, 1979, Wyoming Wing.
FERGUSON, Lewis T., Cadet, May 1, 1979, Gartex Comp. Sq., Texas Wing.
HUGHES, Alvin E., Captain, April 6, 1979, Clark County Comp. Sq., Nevada Wing.
IRWIN, Allen D., Cadet, April 17, 1979, Seminole Cadet Sq., Florida Wing.
MCMURRAY, James E., Lieutenant Colonel, April 4, 1979, New York Wing.
PROTAS, Hillman, Second Lieutenant, April 1979, Delaware Wing.
ROERK, Victor C., First Lieutenant, April 9, 1979, Headquarters Group 7, Indiana Wing.
STARIN, LaRonda K., Second Lieutenant, Feb. 19, 1979, Douglas Flight 93, California Wing.
WAREHAM, Duane E., Lieutenant Colonel, April 14, 1979, Western Pennsylvania Sr. Sq., Pennsylvania Wing.
WELLS, William A., Major, March 25, 1979, Albany Group, New York Wing.

CAP News In Photos



CANADIAN THANKS — Members of a group of Canadian Air Cadets that recently visited Patrick AFB, Fla., present a plaque in appreciation to Maj. Al Seeschaaf, Florida Wing information officer.



WRIGHT REPLICA — Col. Pearl A. Ward, right, commander of the West Virginia Wing, and West Virginia Sen. Jennings Randolph inspect a model of the Wright Brothers aircraft. Ward recently visited the senator, a long-time supporter of Civil Air Patrol and one of the original signers of the bill incorporating CAP as the official civilian auxiliary of the Air Force, in connection with the recently reintroduced CAP Supply Bill.



EARHART AWARD — Congressman Floyd Spence of South Carolina, right, presents the Amelia Earhart Award to Cadet Brit White of the Columbia Comp. Sq. (South Carolina Wing).



FALCON AWARD — Brig. Gen. Charles B. Jiggets, commander of the Northern Communications Area, left, presents Cadet Leslie K. Dowell, Rome Comp. Sq. (New York Wing) with the Frank Borman Falcon Award. Dowell, former cadet commander of the squadron, is now attending Ohio State University and is enrolled in Air Force ROTC.



FOOD DRIVE — Cadets Paul Warila, left, and Doug Anderson of the Tualatin Comp. Sq. (Oregon Wing) assist in sorting and boxing food collected during the recent Operation Second Wind food drive in Portland, Ore. CAP cadets helped collect and sort the food, which will be distributed to organizations assisting needy people. The week-long drive is a function of the United Good Neighbor function in Portland.



RESCUE INSTRUCTION — Cadets of the South County Flight (Rhode Island Wing) receive training in first aid and rescue techniques from an emergency medical technician of the South County Ambulance Corp.

PEOPLE ... In The NEWS

Northeast Region

Cadet Scott Hartman of the Bangor-Brewer Comp. Sq. (Maine Wing) has been named the recipient of the first annual Caruso-Walker Solo Flight Scholarship for the wing. . . Maj. Bruno Pellegrine was recently presented a paperweight in appreciation of efforts made in behalf of members of Group 70, Pennsylvania Wing. . . Members of the West Warwick Comp. Sq. (Rhode Island Wing) attended a tour and briefing on weather and traffic control at their local airport. . . Southlake Group (New York Wing) recently sponsored an American Red Cross multimedia course to update their emergency services training. Participating in the training were Capt. Clayton Murphy and 1st Lt. John Colelli. Horseheads Cadet Sq. cadets participating included Henry Stoll, Ron Sill, Marty Dougherty, Roger Dean and Jack Pease.

Maj. Charles Einholz, commander of the Cumberland Comp. Sq. (New Jersey Wing) recently presented a service award to 1st Lt. Augustus DeFalco, a charter member of the squadron organized in 1954. First Lts. Lois Thorp, Harold Thord and Ann Daly also received awards for their special efforts. . . Cadets of the Burlington Comp. Sq. (Vermont Wing) were recent guests of the Burlington Air National Guard at "Operation Raincheck" sponsored by the Federal Aviation Administration. . . Twenty-seven members of the TAK Comp. Sq. (New York Wing) recently toured the Buffalo International Airport and witnessed an actual rescue call while there. . . Second Lt. Cheryl Kent, a member of the South Hills Comp. Sq. (Pennsylvania Wing) has completed the Red Cross advanced first-aid course.

Members of the Pennsylvania Wing manned the telephones in the operations center during the Three Mile Island emergency. . . While on a recent trip, squadron commander Maj. Henry Beck of Whitehall Exchange Comp. Sq. (Pennsylvania Wing), discovered six sets of sisters in the car. The sets of sisters include 1st Lt. Bianca Rauch and Cadet Carlene Rauch; Cadets Anne Blom and Pauline Blom; Cadets Kerry Ann Houser and Ollieann Houser; Cadets Pattie Mockbee and Georgianna Mockbee; Cadets Lisa Derkacs and Laura Derkacs; and Cadets Laura Baer and Paula Baer.

Middle East Region

Cadet Sandra Dudgeon, a member of the Portsmouth Comp. Sq. (Virginia Wing), has been named the recipient of a flight scholarship enabling her to receive free flight instruction. . . Col. Charles Suraci Jr., of the Middle East Region staff, was honored recently by the Montgomery County Government Council for his work with CAP. . . Maj. Joseph Sansone, commander of the Portsmouth Comp. Sq. (Virginia Wing) has presented the mayor with a certificate of appreciation in appreciation of the city's cooperation during the anniversary celebration.

Southeast Region

Cadet members of the Dannelly Field Comp. Sq. (Alabama Wing) recently attended a Type B encampment at Fort McClellan. Those attending included Kim Bahner, Michael Barnes, James Smallwood, Timothy Smallwood and Lewis Kirk. Michael Barnes was named best cadet NCO and Timothy Smallwood was named best basic cadet. . . Donald Bliss, cadet commander for the Ocala Comp. Sq. (Florida Wing), has received the Boy Scout Eagle Award. . . Cadets of the Panama City Comp. Sq. (Florida Wing) recently assisted the Salvation Army at the site of a train derailment. Those cadets on the scene included Angelo Williams, Jay Lynch, Tracy Allen, John Stage, Mark Creamer and Gregory Williams.

Group Four of the Florida Wing recently staged a simultaneous display and demonstration program at five of the major shopping malls in its area. There were displays and demonstrations in search and rescue, communications, the cadet program and ground rescue. . . Capt. Linda Eddy has been named commander of Florida Wing's Group 7, replacing Maj. Chuck Smith. . . At an open house held by the McCoy Cadet Sq. (Florida Wing) certificates of appreciation were presented to Lt. Col. Charles Cox and James Grady, 1st Lt. Byron Rambo and Cadet Rand Brown for their personal contributions to the squadron.

Maj. Charles Smith, commander of Group 7 (Florida Wing) recently received a trophy presented to the group that performs outstandingly in promoting the Information program. . . Seminole Cadet

Sq. (Florida Wing) members Don Barnes, Richard Ferguson, Bennie Guardado, Brian Honeyager, Julie Johnson, Ken Kirkley, Ken McConnell, Richard Raychell, Doug Sena, Andrew Yon, Jerry McConnell and Astrid Johnson have all completed a standard first aid class. . . Jacksonville, Florida's mayor Jake Godbold recently proclaimed the first Civil Air Patrol day for the city. Group 2 commander Capt. Edward McLuckie received the proclamation from the mayor's aide. . . Hillsboro I Senior Sq. (Florida Wing) received a four hour course on radiological monitoring procedures by the local Civil Defense. The class was instructed by John Hutchinson.

Great Lakes Region

Cadets John Hansen, Roger Branscum, David Bradley, Randall Ross and Britton Richmond of the McCreary Comp. Sq. (Kentucky Wing) were presented their achievement awards by squadron commander 1st Lt. Jim Jeffers. . . Maj. George Young has been named commander of Group 7, Indiana Wing, replacing Maj. Joseph Gilkey who has been named senior training officer for the wing. . . Dover Bay Cadet Sq. (Ohio Wing) sponsored a recruiting booth for squadrons of Group 11 at the Cleveland travel show. . . Cadet Catherine Dziendziel of the Troy Cadet Sq. (Michigan Wing) has been named cadet of the month and quarter for her squadron. . . Cadets Paul Harris, Steven Gwozdek, Linda Philpot, Lisa King, Eugene McDonald and Caroline Meek recently extended a helping hand to muscular dystrophy by collecting donations at two locations. The cadets are all members of the Dearborn Cadet Sq. (Michigan Wing).

North Central Region

The Missouri Wing recently held its annual CD test. Mission problems included a flood survey, evacuation conditions and a truck overturned carrying radioactive materials with injured personnel. . . Members of Composite One Sq. (Kansas Wing) participated in a spring open house at their local airport. Cadets Chris Cooper, Joy Suer, Michael Weedon, Jay

Black, and Jon Reed provided effective crowd control and assisted pilots taxiing aircraft to the runway.

Southwest Region

Recently two officers of the special warfare group of the U.S. Navy visited the Albuquerque Comp. Sq. 3 (New Mexico Wing) to show films and lecture about their program. . . Four members of the East Bank Comp. Sq. (Louisiana Wing) were recently promoted to warrant officer status. They are Holly Radecker, Mike Theriot, Whitfield Clark and Charles Bornstein. . . Members of the Jersey Village High School Comp. Sq. (Texas Wing) recently participated in the March of Dimes Superwalk. The March of Dimes has presented the squadron with a plaque for its assistance.

Rocky Mountain Region

Four Mile Hi Cadet Sq. (Colorado Wing) members have graduated from a squadron leadership school held at Lowry AFB, Colo. Capts. William and Diana Gentry and 1st Lts. James and Marsha Songer completed the full four-day course in counselling, leadership, management and job study. . . After three months of negotiating with local officials, the commander of the Douglas Comp. Sq. (Wyoming Wing) Maj. Betty Cash, has secured operating facilities for the squadron in the basement of the county courthouse.

Pacific Region

Members of Santa Rosa Cadet Sq. (California Wing) recently participated in the second Annual FAA Aviation Forum. . . Brown Field Cadet Flight (California Wing) recently hosted a bivouac for West San Gabriel Valley Cadet Sq. During the bivouac, six cadet orientation flights were given. . . Capt. Rhett Webber of the Hawaii Wing staff has been selected to serve as a seminar advisor during the National Staff College. . . Brown Field Cadet Flight (California Wing) recently visited the 303rd Aerospace Rescue and Recovery Sq. at March AFB, Calif. . . West Bay Comp. Sq. (California Wing) has been named the most outstanding squadron of its type in the wing.

Murphy's Laws Apply To Flying

(Reprinted from PIREPS, the monthly publication of the Nebraska Department of Aeronautics.)

Everyone in the engineering field knows Edsel Murphy's Laws as the foundation of all design. In fact, just about everybody recognizes the basic form of Murphy's Law: "If anything can go wrong, it will."

We have found that Murphy's Laws apply equally well to our wonderful world of aviation. Here's a small sample of what we mean:

FLIGHT

- Bumpy days and passengers with weak stomachs will always coincide.
- Aircraft availability is inversely proportional to the importance of a particular flight.
- All warranty and guarantee clauses become void upon payment or just prior to failure, whichever comes first.
- On a long cross-country, home base will always be five minutes beyond the maximum

range of the aircraft at the last planned fuel stop.

- Wind aloft reports will only be accurate in cases of direct headwinds.
- Operating manuals will express important performance figures in the least usable form.
- Answers on the FAA written examination will all be equidistant from your computed answers. Decimal points will always be misplaced.
- Factory manuals will be wrong by a factor of 0.5 or 2.0, whichever gives the most optimistic results. For salesman's claims these factors are 0.1 or 10.0.
- On overwater flights or over rough terrain, the engine will go into autoshutdown at the midpoint plus 10 minutes.
- Control tower trainees will not be allowed to exercise command except on weekends and other high traffic volume times.

Maintenance, Mechanical

- A dropped tool will hit a spot where it will do maximum

damage (Murphy's Law of Selective Gravitation).

- After an inspection plate with 16 screws has been removed, it will be discovered that it was the wrong plate.
- Any cable cut to length will be too short.
- Tolerances will accumulate towards maximum difficulty of assembly.
- Interchangeable parts won't.
- The component most likely to fail will be the least accessible.
- Maintenance, Electrical
 - A fail-safe circuit will not only fail, it will destroy others as it does so.
 - Self-starting oscillators won't.
 - A transistor protected by a fuse will protect the fuse by blowing first.
 - Intermittent faults will remain so for the service life of the equipment.
 - If a particular component is needed, it will be out of stock. Further, it cannot be made from available supplies.



CRASH GUARD — Cadet William Soisson, Fayette Cadet Sq. 1402 (Pennsylvania Wing), looks over the wreck of a helicopter that he and other CAP members from Groups 1400 and 1500 were assigned to search for and guard. Four persons were killed in the crash near Somerset, Pa.

Mitchell Award Can Mean A Lot

What does your Mitchell Award mean to you as a CAP cadet? It can mean a lot.

If you are a CAP cadet with a Mitchell Award or more, you may enlist in the Air Force in pay grade E-3, airman first class, when you reach age 17. That means you skip two grades.

At current pay rates, you will be paid \$485 a month in base pay. That amounts to \$66 more per month because you have the Mitchell Award. Most recruits enlist in pay grade E-1, airman basic, and are paid \$419 per month.

Basic Training

Basic military training (BMT) at Lackland AFB, Tex., is six weeks long. You will start it as an E-3, while a six-year enlistee must complete BMT before he is promoted to E-3. A few, well qualified and mature enlistees may skip up to four weeks of BMT. You may be able to do this if, during the first part of BMT, you show what you learned as a CAP cadet. And, as an E-3, you will be seen as a leader in your BMT group.

Job Training

If you did not receive a "guaranteed" Air Force specialty by your recruiter, you will get one while in BMT based on your skills and which Air Force jobs

are available at that time. Your Air Force specialty will determine if you will go to a technical training school. These schools vary in length. For example, six weeks for the Fuel Specialist Course and 19 weeks for the Air Traffic Control Operator Course is the standard.

Whether you go to a technical school or not, you will start on-the-job training (OJT) when you arrive at your first base and your first job. OJT is learning as you work and at the same time taking correspondence courses.

Promotions

You will be eligible for promotion to E-4 (senior airman) 12 months earlier than those who join as an E-1. By use of current guidelines, you may look to sew on E-4 stripes near the 20th month of your career, as compared to the 32nd month for those who enlisted as an E-1.

You may be considered for promotion to staff sergeant (E-5) when you have been an E-4 for six months and have been in the Air Force three years. Promotions to staff sergeant are made using the Weighted Airman Promotion System

By PAUL E. GARDNER
Brigadier General, USAF
Executive Director, CAP

(WAPS). Once you've begun duty as a member of the Air Force, you will learn more about this program that helps identify those who are best prepared for advancement.

Education

There are many educational opportunities you may use while you are in the Air Force. Some you may wish to use are off-duty college courses, college preparatory courses and trade schools.

You can get financial help through tuition assistance and the Veteran's Educational Assistance Program (VEAP).

If you use tuition assistance, the Air Force will pay 75 percent for each off-duty course. This is available to you during as well as beyond your first enlistment.

If you participate in VEAP during your first enlistment, you pay no less than \$50 but no more than \$75 per month for at least 12 months to a maximum of 36 months. The Air Force will put in \$2 for every \$1 you pay. (For example, you pay \$50 per month for 12 months for a total of \$600, and the Air Force pays \$1,200, for a total of \$1,800.) You will be

able to use this money after you complete your first enlistment.

Operation Bootstrap is a program which lets you go to college full time and still draw full pay from the Air Force. In this program, you can go to a school for up to 12 months to complete requirements for award of a baccalaureate or a higher degree, or you can go to a university for up to 19 weeks to complete courses which you cannot take through part-time off-duty study.

Commissioning

You must have a college degree to become an Air Force officer. When you have completed requirements for a baccalaureate degree from an accredited school, you may apply for a commission. If you are selected, you would attend Officer Training School.

At the time you apply for a commission in the Air Force, you may request flight training, provided you are physically qualified.

This should give you a rough idea of how your Mitchell Award will help you if you join the Air Force, and show you what you may expect early in your Air Force career. If you have any questions, your local Air Force recruiter will be glad to help you.

AFROTC Scholarships Available To Members

MAXWELL AFB, Ala.—Brig. Gen. Paul E. Gardner, executive director of Civil Air Patrol, and Maj. Gen. David B. Easson, commandant of Air Force ROTC, have made a combined effort to help the Air Force meet future officer production and carry the Air Force ROTC message to greater numbers of qualified candidates.

Civil Air Patrol and Air Force ROTC are working together to publicize a package which will publicize scholarship opportunities to qualified CAP members. It is significant to note that all CAP members who apply for scholarships will be recognized for their potential and awarded additional advantages toward the scholarships due to their participation in CAP.

Scholarship applications are available from CAP squadrons, Air Force recruiting offices, or by writing Air Force ROTC, Office of Information, Maxwell AFB, Ala. 36112.

There have been some recent changes in Air Force ROTC to help stimulate officer procurement for the Air Force. Since the end of the military draft in 1973 eliminated an important incentive for students to enroll in ROTC programs, and made such programs no longer compulsory, only three schools retain compulsory Air Force ROTC programs.

Consequently, Air Force ROTC became an elective course offered by 143 host institutions and 395 nearby schools with cross-town or consortium

agreements with the host institutions. Beginning in 1964 the curriculum has offered students a choice of enrolling in the four-year program when they enter college as freshmen, or applying for the two-year program if they have two academic years remaining. The last two years of each program are identical and are called the professional officer's course. All courses are accredited; however, the amount of credit granted toward degree completion varies from school to school.

Drill and ceremonies are still a fundamental part of leadership laboratory, but time has been curtailed in the area to offer additional leadership and military related subjects. Other changes in course content include subjects emphasized throughout the Air Force. These include expanded instruction in human rights, the military as a profession and drug and alcohol abuse.

One major innovation is the advanced training program, an adaptation of the Air Force Academy's Operation Third Lieutenant, in which cadet volunteers are assigned to Air Force bases for two weeks of temporary duty during the summer months to get a look at Air Force life by working alongside host officers.

Cadets planning Air Force flying careers attend a special three-week flight orientation program at Tactical Air Command bases.

Air Force officer requirements have changed, both in total numbers and job

specialization. Today's Air Force officer force has been reduced by approximately one-third. As a result, fewer Air Force ROTC graduates are needed. The goal for line officer production will be 3,150 for 1980.

The challenge is not only to attract the numbers required to meet objectives, but to attract students in the critically needed academic disciplines. A considerable number of students majoring in engineering, scientific and technical disciplines must be attracted to meet projected vacancies in Air Force research and development programs.

Presently, Air Force ROTC's goal is to have half of all pilot, navigator and missile category cadets enrolled in academic programs leading to an engineering or scientific degree. To help meet these stringent degree requirements, the Air Force ROTC college scholarship program has been expanded.

Scholarships provide full tuition, laboratory and incidental fees and reimbursement for textbooks, plus \$100 a month subsistence allowance. More than 5,400 cadets received scholarships in the 1978-79 academic year. Approximately 80 percent of the scholarships went to students studying in the engineering, scientific and technical disciplines.

Presently, about one-third of the cadet corps members receive scholarship benefits. In addition to these scholarships, private businesses and banks

also provide assistance to Air Force ROTC students.

Air Force ROTC is one of the Air Force's largest source of officers. About 43 percent of active duty officers are graduates of the program. Of the 360 active duty Air Force general officers, 76 are ROTC graduates, and more than 50 of the colonels selected for promotion to brigadier general last year are ROTC graduates also.

With enrollments increasing, and closer working cooperation

between Civil Air Patrol and Air Force ROTC, other joint programs have been initiated. One of them is a joint textbook for use in CAP cadets training and in Air Force Junior ROTC.

The recent Air Force enlistment grade policy change, allowing CAP cadets with the Mitchell Award to enlist in the Air Force in the grade of E-3, is also applicable to Air Force Junior ROTC cadets who have successfully completed a three-year program.

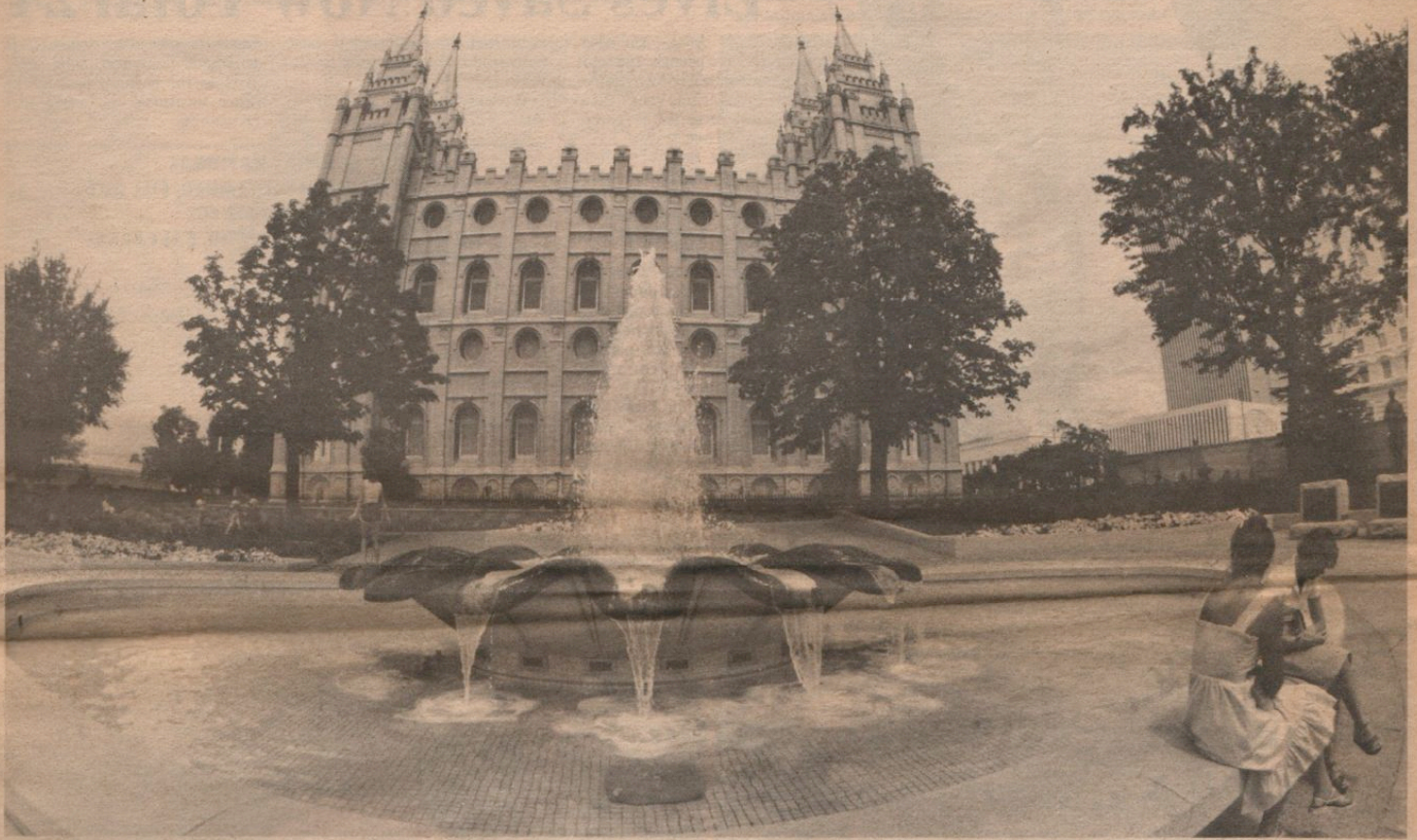


BLACK SHEEP—Don Fisher, left, city councilman of Beaufort, S.C., a war-time member of the famous Marine Black Sheep Squadron, spoke at a recent meeting of the Beaufort County Comp. Sq. (South Carolina Wing).

The Place: **SALT LAKE CITY, UTAH**
 The Event: **National Board Meeting**
 The Date: **Sept. 27-30, 1979**

Headquarters Will Be At Hotel Utah!

OTHER LODGING WILL BE AVAILABLE AT HOTEL UTAH MOTOR INN & HOTEL TEMPLE SQUARE



MORMON TEMPLE — The spired granite temple of the Church of Jesus Christ of Latter-Day Saints dominates Temple Square in Salt Lake City. A 15-foot wall completely surrounds the beautiful square and the temple, domed Tabernacle with its great organ, Assembly Hall,

Seagull Monument, and two Visitors Centers. The three hotels which will house CAP members during the National Board meeting in September are located on this square.

**Seminars, Committee Meetings, Annual Banquet
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JOIN YOUR FELLOW CAP MEMBERS IN AN
HISTORIC UNUSUAL AMERICAN CITY!

MORE DETAILS IN FUTURE ISSUES OF THE PAPER!

**TO RESERVE ROOM AT EITHER OF THREE HOTELS
 FILL OUT AND MAIL COUPON ON PAGE 15**

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